

**CITIZENS ADVISORY COMMITTEE OF THE  
HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION**

**MINUTES**

**Regular Meeting - August 15, 2022 - 5 p.m.**

**Huntsville, Alabama**

**Committee Members:**

Mr. Taron Thorpe	Chairman
Mr. Russ McDonald	City of Huntsville
Mr. Trent Griffin	City of Huntsville
Mr. Gary T. Whitley, Jr.	City of Huntsville

**MPO Staff Members:**

Mr. Dennis Madsen  
Ms. Shontrill Lowe  
Mr. James Moore

**Also Present:**

Mr. John Autry	Manager of Transportation, City of Huntsville
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The meeting was called to order by Chairman Thorpe at the time and place noted above.

Chairman Thorpe stated the first item on the agenda was Approval of the Minutes of the meeting held on June 6, 2022.

Mr. Griffin moved for approval of the minutes of the meeting of the Citizens Advisory Committee held on June 6, 2022, which motion was duly seconded by Mr. Whitley and unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Jurisdiction Reports. He asked if there was anything to be reported from Madison County, the city of Huntsville, the city of Madison, the town of Triana, or the town of Owens Cross Roads, respectively.

There was no response.

Chairman Thorpe stated the next item on the agenda was Resolution No. 17-22.

Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 17-22 was the adoption of the FINAL UPWP, which was the annual Work Plan of the MPO, outlining the various tasks that went into maintaining the Metropolitan Planning Organization over the course of a year. He stated that these tasks were generally steady year over year, but there were a few items that differed, and these were generally around planning efforts and studies often suggested by the federal government or the state government.

Mr. Madsen stated they had one item they were adding this year, which was item 5.2 in the UPWP, which was an electric vehicle infrastructure development plan effort. He stated this would be the first one the MPO had done, and it would come under this year's UPWP.

Mr. Madsen stated that another task was the Old Big Cove Corridor Study, and he stated that the reason the MPO was assisting with this was because it was a multi-jurisdictional planning effort. He stated this would be to look at traffic infrastructure issues along Old Big Cove, in the Cove area.

Mr. Madsen stated that the federal apportionment this year for all the planning activities in the MPO was approximately \$567,000 in federal funds,

and when the local match was added, it would come to a total annual budget of approximately \$780,000, as outlined in detail in the UPWP.

Mr. McDonald recommended approval of Resolution No. 17-22, adopting the FINAL Unified Planning Work Program for Fiscal Year 2023.

Said motion was duly seconded by Mr. Griffin.

Chairman Thorpe asked if there was any further discussion.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Resolution No. 18-22.

Chairman Thorpe recognize Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 18-22 adopted and supported the updated Continuity of Operations Plan, also known as the "COOP."

Mr. Madsen stated this was an item that was typically kept up by MPOs to ensure that if there were some sort of disaster, the MPO could continue its operations with a minimal disturbance. He stated that some examples of this could be loss of staff, particularly a significant number of staff; it could be a loss of facility; it could be a loss of data; it could be as a result of potential evacuations due to a natural disaster; or it could be a pandemic. He stated that the outlines basically dictated who would be in control of the MPO operations in the event of loss of staff or where those operations might be relocated should the MPO be displaced, as well as workforce regulations should there be a pandemic.

Mr. Griffin recommended approval of Resolution No. 18-22, adopting the updated Continuity of Operations Plan.

Said motion was duly seconded by Mr. McDonald.

Chairman Thorpe asked if there was any further discussion.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Resolution No. 19-22.

Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 19-22 adopted and supported the System Performance Report, as an appendix to the 2045 LRTP. He stated this was a relatively new document that had come up during their quadrennial FHWA and FTA certification review as a document they would like to see MPOs adopt, that it was a comprehensive document that dealt with all the System Performance Measures, kind of putting them in one place and looking at a variety of things, which they would talk about in the next item. He stated that the performance measures addressed things like safety, bridge integrity, system reliability, transit operations, and state of repair.

Mr. Griffin recommended approval of Resolution No. 19-22, amending the TRiP 2045 LRTP to include the appendix entitled "System Performance Report."

Said motion was duly seconded by Mr. McDonald.

Chairman Thorpe asked if there was any discussion.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Resolution No. 20-22.

Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 20-22 was related to the previous item, that this was a TIP amendment adopting Performance Measure No. 3, which was System Reliability for Interstate and Non-Interstate Traffic. He stated that, basically, this looked at the percentage of time traffic was moving unimpeded, generally after an accident or some sort of, say, physical failure, or washout or flooding. He stated that it set certain goals to make sure there was an unimpeded percentage of traffic, and it also particularly addressed things like truck traffic and freight. He stated these were guidelines that were handed down by the federal and state organizations that were adopted into the TIP by the MPOs.

Mr. McDonald recommended approval of Resolution No. 20-22, adopting and supporting the Statewide System Performance Measurement (PM3) Measures and Targets, as approved by ALDOT.

Said motion was duly seconded by Mr. Griffin.

Chairman Thorpe asked if there was any discussion.

Mr. Griffin asked if this was the study that used the cellular data.

Mr. Madsen replied in the negative, stating that was actually the Commuter Study. He stated he did not know where they got the data for this, but he believed it mostly came from ALDOT operations. He stated that the Commuter Study looked at actual traffic patterns across the region, and this really looked at how often and for how long certain segments of the network might be down or impeded.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated that the next item on the agenda was Resolution No. 21-22.

Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 21-22 changed the National Highway System section of the TIP with a cost increase. He stated this was a slight adjustment in construction cost, from roughly \$1.7 million to roughly \$2.1 million, for safety widening of County Road 17, Balch Road, from .53 mile south of Browns Ferry Road to just north of Gooch Lane in the city of Madison.

Mr. Madsen stated that what he was displaying at this time was a map of the extent of this.

Mr. Whitley recommended approval of Resolution No. 21-22, amending the National Highway System/Interstate Maintenance section with an increase in project costs on Project #100046745, "2 FT SAFETY WIDENING AND RESURFACING OF CR-17 (BALCH ROAD) FROM .53 MILE SOUTH OF CR-21 (BROWNS FERRY ROAD) TO NORTH OF CR27 (GOOCH LANE) IN THE CITY OF MADISON."

Said motion was duly seconded by Mr. Griffin.

Chairman Thorpe asked if there was any discussion.

Mr. McDonald asked if this was putting in another lane or making the shoulder wider.

Mr. Madsen stated it was making the shoulder wider and restriping, that he did not believe they were adding a lane, that it was just to resurface and provide paved shoulders.

Mr. Griffin asked if the amount of increase was simply inflation.

Mr. Madsen stated that, generally, the cost could inflate during the

course of the project design. He stated he would love to say this was unique, but this had been happening on a range of projects, unfortunately, and it was probably not limited to road projects.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated that the next item was Resolution No. 22-22.

Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 22-22 changed the project amount for Blake Bottom Road, that this was the utility phase, and it was going from roughly \$500,000 to \$4.8 million, which was primarily due to the \$500,000 being a placeholder. He stated that this project had received a BUILD grant some time back, and that was what was triggering the allocation.

Mr. Madsen stated he was displaying a map showing the extent, and it was roughly from the new overpass to Jeff Road.

Mr. Griffin recommend approval of Resolution No. 22-22, amending the National Highway System section in the Adopted FY 2020-2023 TIP to increase the funding of project 100067316, "WIDENING FOR ADDITIONAL LANES ON CR-47 (BLAKE BOTTOM ROAD) FROM CR-19 (JEFF ROAD) TO SR-255 (RESEARCH PARK BOULEVARD)."

Said motion was duly seconded by Mr. Whitley.

Chairman Thorpe asked if there was any discussion.

Mr. Madsen stated he would like to offer a point of clarification. He stated, to make sure they were distinguishing, this was what was called "State Anywhere Funds," that there were no MPO funds dedicated to this project.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Resolution No. 23-22.

Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 23-22 was the construction aspect of the Blake Bottom effort, from Jeff Road to Research Park Boulevard, and this was a construction delta of just over \$7 million to \$18 million, noting that, again, a lot of the jump in these numbers was simply because they had early placeholders that were now being funded. He stated that in this case, rather than State Anywhere Funds, this was being funded by a BUILD grant.

Mr. Griffin recommended approval of Resolution No. 23-22, amending the National Highway System section in the Adopted FY 2020-2023 TIP to increase the funding of project 100067318, "WIDENING FOR ADDITIONAL LANES ON CR-47 (BLAKE BOTTOM ROAD) FROM CR-19 (JEFF ROAD) TO SR-255 (RESEARCH PARK BOULEVARD)."

Said motion was duly seconded by Mr. Whitley.

Chairman Thorpe asked if there was any discussion.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Resolution No. 24-22.

Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 24-22 had been on the agenda a



few times in the past, that it was dealing with the Church and Pratt intersection improvements. He stated that quite some time back, the MPO had written a letter to the State saying they had finally made a decision as to whether or not the Sherman Concrete Plant should be acquired as part of that project. He stated there had been a little bit of back and forth on that, that they had wanted to try to avoid acquiring it, but then the constraints of construction had indicated they were probably going to need to do that.

Mr. Madsen stated they had written an initial letter to the State suggesting that was going to require about a \$2 million modification in funds, and they had set that aside in their budget but had not immediately acted on it because they were still waiting for final numbers. He stated that at a certain point in the past, they had used roughly \$600,000 of funds from a previous year to help address some of that overrun, and now the remaining overrun was to be adopted by resolution.

Mr. Madsen stated he did not have a map to display concerning this, but the CAC members were aware of where the Church and Pratt interchange was.

Mr. Whitley recommended approval of Resolution No. 24-22, amending the National Highway System section in the Adopted FY 2020-2023 TIP to increase the funding of project 100033490, "WIDENING AND REALIGNMENT OF CHURCH ST. (PHASE I) FROM MONROE ST. TO E. OF PRATT AVE., AND REALIGNMENT OF PRATT AVE. INCLUDING BRIDGE REPLACEMENT AT PINHOOK CREEK (BIN #008439) IN THE CITY OF HUNTSVILLE."

Said motion was duly seconded by Mr. Griffin.

Chairman Thorpe asked if there was any discussion.

Mr. McDonald asked if the City owned this property.

Mr. Madsen replied in the affirmative. He stated that the City of

Huntsville's new transit center was going on the site. He stated it would not be tied into the new bridge work.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Resolution No. 25-22.

Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 25-22 was changing the Transit section of the TIP with a cost increase. He stated that the next two items on the agenda were actually Transit items and John Autry was available to answer any questions on these.

Mr. McDonald recommended approval of Resolution No. 25-22, amending the Transit section in the Adopted FY 2020-2023 TIP to increase the funding of project #100070424, "SECTION 5307 TRANSIT HUNTSVILLE OPERATING ASSISTANCE FY 2023 (APPORTIONMENT FY 2022 < 75 BUS)."

Said motion was duly seconded by Mr. Whitley.

Chairman Thorpe asked if there was any discussion.

Mr. Griffin asked what the increases were for.

Mr. Autry stated the increase was to give them the ability to submit their grant amendment to FTA for FY 2023 Projects. He stated this was a new administrative procedure, that FTA now preferred that they consolidate their grants into a super grant, so instead of applying for a new grant, they would submit a grant amendment. He stated they needed to increase the amounts in both 25-22 and 26-22 in order to submit that grant amendment to FTA. He stated this was just their routine operations maintenance and capital, that

there was nothing new here, that they were just adding to the prior year's grant.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Resolution No. 26-22.

Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated this was a similar situation, that it was Transit, kind of financial housekeeping. He stated that 25-22 was for personnel and COLAs and 26-22 was for capital needs.

Mr. McDonald recommended approval of Resolution No. 26-22, amending the Transit section in the Adopted FY 2020-2023 TIP to increase the funding of Project 100070419, "SECTION 5339 TRANSIT CAPITAL HUNTSVILLE BUSES SGR FY 2023 (APPORTIONMENT FY 2022)."

Said motion was duly seconded by Mr. Griffin.

Chairman Thorpe asked if there was any discussion.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was FY 2020-2023 TIP Administrative Modifications.

Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that the first Administrative Modifications were resurfacing, that they were federal maintenance projects, and they were not necessarily asking permission, that they were just telling them they were spending their money on resurfacing and repairing roads.

Mr. Madsen stated that the last one was an Administrative Modification where the City of Huntsville was moving money from the Utility Phase to the Construction Phase on the Northern Bypass Phase I, which was Pulaski Pike to just west of US 431.

Mr. Madsen stated what he was displaying was some maps of these. He stated that it showed State Road 53, the extent it was being worked on, for resurfacing, and he indicated US 231 and US 431, and the extent for the Northern Bypass, transferring from Utility to PE.

Chairman Thorpe stated the next item on the agenda was Agency Reports.

Mr. Madsen stated there was an ALDOT update that he would provide.

Mr. Madsen stated the first one was Church Street, Phase I, between Pratt Avenue and Monroe. He stated this was approximately 98 percent complete, and the project cost was just over \$15.5 million, with a projected completion date of Summer 2022.

Mr. Madsen stated the next project was the Northern Bypass from Pulaski Pike to US Highway 231/431. He stated the plans were 95 percent complete, that they were ending right-of-way acquisition, and utility relocation design work was under way, with an estimated cost of approximately \$40 million, and an anticipated start date of FY 2023.

Mr. Madsen stated the next project was Martin Road between Zierdt Road and Laracy Drive. He stated these were two separate projects that would be built out in phases, that the Phase I start date was in July 2018, and it was approximately 98 percent complete and should be completed in early Fall 2022, and Phase II was scheduled for FY 2023, and for both phases, the total project cost was anticipated to be \$25 million.

Mr. Madsen stated the next project was North Parkway at Mastin Lake Road. He stated the plans were 95 percent complete, that the right-of-way acquisition was complete, structure removal was complete, and the utility relocation was under way, and they anticipated starting construction in FY 2023, with an estimated cost of \$42.6 million. He stated that, for clarification, that was going to be an overpass at Mastin Lake, as well as new frontage roads, similar to the work that had been done on South Parkway.

Mr. Madsen stated the next project was Access Management on US 231 between Weatherly Road and Hobbs Road. He stated the plans were 60 percent complete, that they had completed a virtual public involvement the prior year, and the estimated cost was approximately \$15 million, with an anticipated start date of FY 2023.

Mr. Madsen stated the next project was Winchester Road from Dominion Circle to Naugher Road. He stated the plans were 90 percent complete, that the right-of-way acquisition was ongoing, and the utility relocation design work should begin soon, with an estimated cost of approximately \$15.5 million and an anticipated start date of FY 2023.

Mr. Madsen stated the next project was Improvements to Balch Road from south of Browns Ferry Road to north of Gooch Road. He stated this was one that had just come up, that the plans were 65 percent complete, and the estimated cost was approximately \$1.7 million, with an anticipated start date of FY 2023.

Mr. Madsen stated the next project was Research Park Boulevard widening, from US 72 to south of Old Madison Pike. He stated this work had started in August 2019 and was approximately 90 percent complete, that the project cost was just over \$23 million, with an anticipated completion date of

Fall of 2022.

Mr. Madsen stated the next project was US 72 West between Providence Main and County Line Road. He stated that the plans were 30 percent complete, and that a public involvement meeting had been held in May of 2022. He stated that this project would need to be broken into multiple phases, noting that it was a fairly extensive project, and that for Phase I, they were anticipating FY 2023, that the plans were 65 percent complete. He stated ALDOT had not identified additional phases at this time, mainly because the estimated cost was north of \$80 million. He stated that the discussions among the City of Madison, the City of Huntsville, Madison County, and ALDOT were ongoing, in terms of the best ways to phase this project.

Mr. Madsen stated the next project was Four Bridge Replacements on Old Highway 431. He stated this was under construction and approximately 90 percent complete, with a project cost of \$13.5 million, and a completion date in the fall of 2022.

Mr. Madsen stated the next project was I-565 Additional Lanes from County Line Road to Wall-Triana Highway. He stated that a 30 percent plan review had been held in July 2022, and the projected start date was FY 2023, with an estimated cost of \$46.8 million.

Mr. Madsen stated the next project was Jeff Road Additional Lanes from south of Capshaw Road to north of Douglass Road. He stated that the plans were 65 percent complete, that a virtual public involvement had been concluded in April 2021, and the projected start date was FY 2023, with an estimated cost of \$13.5 million.

Mr. Madsen stated the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive. He stated that bids were accepted in

January 2022, and that work should begin very soon, with an estimated cost of approximately \$1.9 million.

Mr. Madsen stated the next project was widening Blake Bottom Road from Jeff Road to SR 255, and he stated this was also one that had just come up. He stated the plans were 90 percent complete, and the right-of-way acquisition was under way, with an anticipated start date of FY 2023, at an estimated cost of approximately \$8.8 million.

Mr. Madsen stated the next project was Intersection Improvements on SR 53 at Harvest, McKee, and Old Railroad Bed roads. He stated this was a series of intersection improvements, and the plans were 90 percent complete, with an anticipated start date of FY 2023, at a total estimated cost of approximately \$5 million. He stated they were optimistic that this would have some very positive impact not only on traffic flow but also safety along State Road 53, noting that this had been a substantial concern of constituents in that area.

Mr. Madsen stated the next project was the Arsenal East Connector. He stated that the preliminary engineering was under way, and the projected start date was FY 2024, with an estimated cost of approximately \$30 million. He stated that Phase I would basically link 565 to the Patton Road entrance of the gate, and he stated that would require some gate realignment on Post, as well as some grade separated lanes. He stated they anticipated that being the first phase of an eventual connection all the way down to the southern end of South Parkway.

Mr. Madsen stated that the total amount of work in design and construction was \$383,306,760, in state and federal work occurring in the Huntsville MPO area.

Chairman Thorpe thanked Mr. Madsen for the update.

Chairman Thorpe stated the next item on the agenda was Opportunity for Public Comment. He asked if there was anyone from the public who would like to address the Citizens Advisory Committee.

Chairman Thorpe stated the next item on the agenda was CAC Member Comments.

Mr. Griffin asked if manpower was a problem, noting he was aware of some labor shortages.

Mr. Madsen stated he believed it was, and not just with these projects, that there were a range of projects around the metro that were being pushed pretty hard. He stated that, however, he believed they were seeing a bit of a catchup, that they had had a lot of labor immigration, which had helped, but they were going to have to use their resources pretty wisely to make sure all these projects would actually get initiated when they wanted them to be.

Mr. Madsen stated this was the first CAC meeting since the passing of one of their most memorable participants, Ms. Jackie Reed, and he wanted to state for the record that she was missed.

Chairman Thorpe asked if there were any further comments.

Chairman Thorpe stated that hearing none, he would ask for a motion for adjournment.

Upon motion, duly seconded, the meeting was adjourned.

**(Meeting adjourned at 5:30 p.m. on August 15, 2022.)**